

w. 865

AN
ACCIDENCE
for the SEA.

Very necessary for all
young Sea-men, or those that
are desirous to goe to Sea, briefly
shewing the Phrases, Offices and
Words of Command, belonging to the
Building, Rigging, and Sayling a
Man of Warre; and how to manage a
Navy and Fight at Sea.

Together with the Charge and
Duty of every Officer, and
their Shares.


Also the Names, Weight, Charge,
Shot, and Powder, of all sorts of great
Ordnance. With the use of the
Petty Tally.

LONDON,
Printed by T. H. for Benjamin Fisher,
and are to be sold at his shop at the sign
of the Talbot in Aldersgate street. 1636



To the Right Honourable,
ALGERNOON,
Lord *Percy*, Earle of
Northumberland, Baron *Lucy*,
Poynings, *Fitz-Paine*, and *Brian*, Lord
Admirall of his Majesties Navy
Royall, Knight of the most noble Order
of the G A R T E R.

Excellent Lord :

 O confine the voluminous handling of Arts into narrow limits, and to reduce them to their abridgements, hath beene the emulous and usefull studie of all ages, especially of the present: as if it were the top of Art, to make Art concise, It hath justly therefore beene

The Epistle

the complaint even of many an old Sea-man, that the art of Navigation, though it claims an excellence with the best, & as needfull as the greatest, should yet suffer defect herein, wanting a methodicall Compendium.

There now comes forth an Abridgement of Sea tearmes, and Sea Lawes, with a description of a well managed Sea-fight; a work destined heretofore for Edition, but being an Orphan, was prevented the light til now; and now it hath the bold happinesse to prefixe your Lordships name for its better protection, and freer passage: for since it is the first of this kinde published,
it

Dedicatory.

it hopes to give some sea light to the generous resolved, your noble followers, or at least may delight each Officer, even from the Captaine to the lowest: to view in this short modell the Abridge-ment of an old Captaines experience, and of their own.

And besides it may concerne Vs at home; that while your men stand on their guard at the Brazen wals of *England*, while you my Lord the design'd safegard of your Country, doe execute the will of your Soveraigne, maintaine his free right, and make the enemy know, that your King hath *Crowne Sea*, as well as *Crowne Land*, while thus,
Lord

The Epistle, &c.

Lord Admirall, you at your perill attend the peace of posterity. We who securely nor heare nor feare any shots but those under the Vine, may yet study instruction of Sea affaires, and happily be both provided and animated for future service.

May your Honour then please to daigne that protection, which even Kings have done to the Epitome of arts. Prosperous windes from heaven blow your Lordship a victorious voyage, and a successfull returne: so wisheth the publisher, and

*Your Honours humbly
devoted servant,*

B.F.



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1911-12-15

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This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some minor discoloration and small dark spots, possibly due to age or handling. There is a faint, illegible impression of text from the reverse side, which appears as a light gray shadow across the page. The overall tone is warm and off-white.

1. The first part of the document is a list of names and dates, which appears to be a record of some kind. The names are written in a cursive script, and the dates are in a more formal, printed style. The list is organized into two columns, with names on the left and dates on the right.

2. The second part of the document is a series of handwritten notes or entries. These are written in a cursive script, similar to the names in the first part. The notes are organized into a list, with each entry starting with a number or letter. The handwriting is somewhat difficult to read, but it appears to be a record of some kind.

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An Accidence for yong
SE A-M E N :

O R,

*Their Path-way to Experi-
ence.*



H E *Captaines* *The Captaines
charge.* charge is to
command all,
and tell the
Master to what Port he will
goe, or to what height. In a

B

fight

fight, he is to give direction for the managing thereof, and the Master is to see to the cunning the Ship, and trimming the sailes.

The Master and his Mate.

The *Master* and his *Mate* is to direct the course, command all the Saylor, for steering, trimming, and sayling the Ship, his Mates are onely his *Seconds*, allowed sometimes for the two Midships men, that ought to take charge of the first prize.

The Pilot.

The *Pilot* when they make land, doth take the charge of the Shippe till hee bring her to Harbour.

The Cape-merchant and Purser.

The *Cape-Merchant* and *Purser*.

For yong Sea-men. 3

Purser hath the charge of all the Caragafounc or Merchandize, and the *Purser* doth keepe an Account of all that is received and delivered, but a Man of Warre hath onely a *Purser*.

The Master Gunner hath the charge of the Ordinan-
ces, Shot, Powder, Match, Ladles, Spunges, Carriages, Armes and Fire-workes, and the rest every one to receive his charge from him according to directions, and to give an account of his store.

*The Gunner
with his Mate,
and quartermaster
Gunner.*

The Carpenter and his Mate is to have the Nayles, Clinches, rove and clinch-
nailes,

*The Carpenter
and his Mate.*

nailes, spikes, plates, rudder-
irons, called pintels and gud-
gions, pumpe-nailes, skup-
per-nailes and leather, sawes,
files, hatchets, and such like,
and ever ready for calking,
breaming, stopping leakes,
fishing or splicing the Masts
or Yards, as occasion requi-
reth, and to give an account
of his store.

*The Boat-swaine
and his Mate.*

The Boatswaine is to have
the charge of all the Cor-
dage, tackling, failes, fids,
and marling spikes, needles,
twine, and saile-cloth, and
rigging the shippe, his Mate
the command of the long
boat, for the setting forth of
Anchors,

Anchors, waying and fetching home an Anchor, warping, towing, and moreing, and to give an account of his store.

The *Chirurgion* is exempted from all duty but to attend the sicke, and cure the wounded, and good care Would bee had, he have a certificate from the *Barbersurgeons* Hall of his sufficiency, and also that his Chest be well furnished both for *Physicke* and *Chyrurgery*, and so neere as may bee proper for that clime you goe for, which neglect hath been the losse of many a mans life.

*The Chirurgion
and his Mate.*

The Marshall.

The Marshall is to punish offenders, and to see Justice executed according to directions, as ducking at Yards arme, hawling under the Kcele, bound to the Capsterne, or maine Mast with a basket of shot about his necke, setting in the bilbowes, and to pay the Cobryer the Morryoune. But the Boyes, the *Boatswaine* is to see every Munday at the chist to say their Compasse, which done, they are to have a quatter Can, and a basket of bread.

The Corporall.

The Corporall is to see the setting and relieving the watch,

watch, and see all the souldiers and saylors keepe their Armes clean, neate and yare, and teach them their use.

The Steward is to deliver *The Steward and his Mate,* out the victuall, according to the Captaines directions, and messe them 4, 5, or 6, as there is occasion.

The quarter Masters hath *The quarter Masters.* the charge of the hold for stowage, rommageing, and trimming the shippe, and of their squadrons for their Watch, a Sayne, a Fisgigg, a Harping iron, Fish-hooks, for Porgos, Bonetos, or Dorados, &c. and rayling lines for Mackerell.

*The Cowper
and his Mate.*

The Cowper is to looke to the caske, hoopes and twigs, to stave or repaire the buckets, Baricoes, Cans, steepetubbes, runlets, hogsheds, pipes, buttes, &c. for wine, beere, syder, beverage, fresh water, or any liquor.

*The Coxswain
and his Mate.*

The Coxswaine is to have a choyce to attend the Skiffe to goe to and againe as occasion commanderh.

*The Cooke and
his Mate.*

The Cooke is to dresse and deliver out the Viſuall, hee hath his store of quarter cans, small cannes, platters, spoones, lanthornes, &c. and is to give his account of the remainder.

The

For yong Sea-men. 9

The Swabber is to wash The Swabber.
and keepe clean the ship and
maps.

The Lyer is to hold his place The Lyer.
but for a weeke, and hee that
is first taken with a lye, eve-
ry Monday is so proclaimed
at the maine Mast by a gene-
rall cry, *A lyer, a lyer, a lyer,*
he is under the **Swabber**, and
onely to keepe cleane the
beake-head and chaines.

The Saylors are the antient The Saylor.
men for hoyling the sailes,
getting the tackes aboard,
hawling the Bow-lines, and
steering the ship.

The Yonkers are the yong The Yonkers.
men called **Fore-mast men**,
to

to take in the Top sayles, or Top and yeard, Furle, and Sling the maine Saile, Bousing or Trysing, and take their turne at Helme.

*The Lieuten-
nant.*

The *Lieutenant* is to associate the Captaine, and in his absence to execute his place, he is to see the Marshall and Corporall doe their duties, and assist them in instructing the Souldiers, and in a fight the Forecastle is his place, to make good, as the Captaine doth the halfe decke, and the quarter Masters, and mid-ships men, but in the *States* men of Warre hee is allowed as necessary as a *Lieutenant*.

Lieutenant on shore.

When you set sayle and put to sea, the Captaine is to call up the company, and the one halfe to goe to the Star-board, the other to the Lar-board, as they are chosen, the Master chusing first one, then his mate another, and so forward, till they be divided in two parts, then each man is to chuse his Mate, Comfort, or Comrado, then divide them into squadrons according to your numbers and burthen of your shippe: but care would bee had, that there be not two *Comorados* upon one watch, because they

*How to divide
the Company.*

they may have the more room in their Cabons to rest.

To give a true *Arithmetical* and *Geometrical* proportion for the building of ships, were they all built after one mould, as also of their Yards, Masts, Cables, Cordage and Sayles, were all the stufte of like goodnesse, a methodicall rule might bee projected, but it would bee too curious for this Discourse, & as much too troublesome either for the Reader or Author, but the principall names of the timbers about the building of a ship, according to his understanding

ding followeth, and how being framed they are fixed.

First lay the Keele, the Stemme, and Starne, in a dry docke, or upon the stockes, and binde them with good knees, then lay all the Flore-timbers, and cut your Limber holes above the keele, to bring the water to the Well for the pumpe. Next your Navell timbers, and binde them all with fixe foot Skarfe at the least, the Garbell strake is the outside plancke next the keele, be sure you have a good sufficient Kelson, and then plancke your outside and inside up, with

*The Principall
names of the
timbers about
the building a
ship.*

with your top timbers, but the lengths, bredths, depths, rakes and burdens are so variable and different, that nothing but experience can possibly teach it.

*Notes for a
Covenant be-
tweene the
Carpenter and
the Owner.*

A Shippe of 400. tunnes requires a planke of foure inches, 300 tunnes three inch, small Ships two inch, but none lesse. For clamps, middle bands and sleepers, they bee all of 6 inch planke for binding within. Therest for the sparring up of the workes of square 3 inch planke; Lay the beames of the Orlope, if shee be 400 tunnes at tenne foot deepe in howle,

howle, and all the beames to be bound with two knees at each end, and a stardard knee at every beames end upon the Orlope, all the Orlope to bee laid with square three inch planke, and all the planks to bee treenailed to the beames.

Sixe foot would bee betweene the beames of the Decke and Orlope, and ten ports on each side upon the lower Orlope, all the binding betweene them should be with three inch, or two inch planke, and the upper Decke should bee layd with so many beames as are fitting

ting with knees to binde them; laying that Decke with spruce deale of 30 foot long, the sap cut off, and two inches thicke, for it is better than any other.

Then for the *Captaines* Gabben or great Gabben, the sterage, the halfe Decke, the round house, the Fore-castle, and to binde an end with a Capsterne and all things fitting for the Sea, the *smiths* worke, the carving, joyning, and painting excepted, are the principall things I remember to bee observed; for a *Charter-party* betwixt the *Merchant*, the *Master* and the

the Owner, you have Presi-
dents of all sorts in most
Scriveners shops.

A dry Docke, the stocks, General sea
termes belong-
ing to sh. ps.
the keele, the steme, the stern,
the starne-post, the flowre,
the sleepers, rising timbers,
garble strake, her rake, the
fore-reach, planks, bin-
dings, knees, boults, truni-
ons, brasers, riders, the Or-
lope, the ports, the bend,
the bowe, the hawse, the
hawses, the decke, the part-
ners, a flush decke, fore and
aft, the ramme heads, the
knights, a half decke, a quar-
ter decke, the bulke, the
bulkes head, the skuttle, the
hatches,

hatches, the hatches way, the
holes in the comings,
pitch, tarre, rosen, okum, cal-
king. In the stearage room,
the whip, the bittakell, the
trauas boord, the Compasse,
the Fly, the needle, the lant-
horne, the socket. About the
Gun-roome, the Tiller, the
rudder, the pintels, the gud-
gions, the bread roome, the
ships runne. The powder-
roome, the Stewards roome,
the cooke roome, the great
cabbon, the gallery, a cab-
ben, a hanging cabben, a Ha-
macke, the lockers, the
round-house, the counter, the
wayst, the wayst-boords,
the

For young Sea-men. *To*

the gunwayle, stations for the
nettings, a chaine through
the stations, or Brest ropes.

The Pumpe, the pumpes *What belongs*
well, the pumpes brake, the *to the Pumpe.*
pumpes can, the pumpes
chaine, the spindle, the boxe,
the clap, the pumpe is choa-
ked, the pumpe suckes, the
ship is stanche.

The forecastle, or prow, *What belongs to*
the beake-head, the bits, *the forecastle.*
the fift-hooke, a loufe hook,
and the blocke at the *Dauids*
end, the Cat, Cats head and
Cats holes, the shippes
draught.

The boule spret, the pil- *The Masts,*
low, the sturtop, the spret *Caps and Yards.*
C₂ sayle,

sayle, the spret sayle yeard,
the spret sayle top mast, the
spret sayle top sayle yard, the
fore mast, the fore yard, the
fore top, the fore top mast,
the fore top sayl yard, the fore
top gallant mast, the fore
top gallant sayle yeard,
coates and wouldings for
all masts and yeards, Grum-
nets and staples for all
yeards. The trussell trees
or crosse trees, the maine
mast, the step in the kelson,
where it puts its heel, as doth
also the fore mast, the maine
yard, the maine top, the
maine top mast, the main top
sayle yeard, the top gallant
mast,

maſt, the maine top gallant
ſayle yeard, the trucke, or
flagge ſtaffe. The miſen, the
miſen yeard, the miſen top
maſt, the miſen top ſayle
yeard, in great ſhips they
have two miſens, the latter
is called the *bonaventuer*
miſen, then the poope, Lant-
horne and flagge ſtaffe: when
a maſt is borne by the boord,
they make a lury-maſt,
which is made with yards,
rouſtrees, or what they can,
ſplifed or fiſhed together.

The Capſterne, the
pawle, the whelps, the cap-
ſterne bars, a leare cap-
ſterne is onely in great ſhips

*The capſterne
and other gene-
rall phraſes.*

to hoyle their sayles, the
 canhookes, flings and par-
 bunkels, ports and ringboles
 and hookes, the skuppers, the
 skupper holes, the chaines,
 the steepe tubs, an entring
 ladder or cleats, a boy, a can
 boy, a shippe cranksided,
 Iron sicke, spews her okum,
 a leake ship, the sheathing,
 furring, carrying, washing
 and breaming, lanching, car-
 ving, guilding and painting
 a ship, ballast, kintlage, can-
 ting coynes, standing boyns,
 rouse trees, a grating, net-
 ting, or false decks for your
 close fights.

The ropes
 names in a ship

The entring rope, the
 boat

boat rope, the bucket rope, the boy rope, guest rope, the cat rope, the port ropes, the keele rope, the rudder rope, the top ropes, the bolt ropes, the brest ropes are now out of use, the water line is.

The tacklings are the fore stay, the maine stay. The tackles, the mison stay, the collers, the maine shrouds and chaines, the maine top shrouds, the fore shroud, the fore top shroud, the swifters, the mison shroudes, the mison top shroudes, and their ratlings, and the pannels to all masts, the maine hallyards, the main top sayle hallyards,

*Concerning the
tackling and
rigging a ship:*

the top gallant saile halyards,
the fore halyards, the fore
top sayle halyard, the misen
hallyard, and the spret sayle
hallyard, the horle, the
maine sheats, the maine top
sayle sheats, the maine bra-
ces, the maine top sayle bra-
ces, the maine bowling and
bridles, the maine top sayle
bowlin, the bunt lines, the
trusses, the lifts, the earring,
the cat harpings, the leare,
learch lines, the Robins, gar-
nit, Clew garnits, tyes, mart-
lits, the most of all these are
also belonging to the fore
mast, misen and bowlespreat,
& hath the same denomina-
tion

tion after their masts, onely the boulespret hath no bow lines, and the mizen sheats, are called the starne sheats, they have all of them pulleys, blockes, shivers and dead mens eyes, Lanyards, carkets and crowes feete. A snap blocke is seldome used but in heaving of goods and ordinances.

There is also divers other small cordage, as head lines, the knaulings gallsits or furling lines, matlines, rope yerne, Caburne, Sinnet, paunches and such like.

The Cables, hawlsers or streame cables, are most used

in the water by the Anchors, when they are too short, they shoot one into another when they are galled, or breake, they splice them, when that way unseruicable, they serue for Iunkes, fenders and braded plackets for breasts of defence, and then as the rest of the overworne tackling: for rope-yarne, caburne, sin- nit an okum, sheeps-foot is a stay in setting a top-mast, and a guie in staying the tackles when they are charged with goods.

*Termes for the
Anchors.*

The Anchor hath a stock, a ring, a shank, a flouke, the greatest in every ship is called

led the great Anchor, the rest
Anchors, a streamer Anchor,
graplings or kedgers, bend
your cables to your An-
chors.

The maine sayle, the fore-
sayle called sometimes the
fore course, the maine course
or a paire of courses, each of
them hath a bonnet and a
brablen, the maine top sayle,
the top gallant sayle, and in
a faire gale your studding
sayles, then your mizen, your
mizen top sayle, your lpret
sayle, and lpret sayle top sayl;
a drift sayle, a crossiack, a net-
ting sayle, twyne, a munke
seame, a round seame, a suit
of

*The names of
the sayles.*

of sayles, a shift of sayles, top
Armours, wayft clothes,
pendants and colours.

*The tearmes
for the harbour.*

A channell, a bay, a rode,
a sound, an offen, a cove, a
orike, a river, cleere ground,
very fast ground, or good an-
choring, foule ground, ofie
ground, sandy ground, clay
ground, and head land, a
furland, a reach, a land
marke.

For the winde.

A calme, a bries, a fresh
gaile; a pleasant gaile, a stiffe
gayle, it overblowes, a gust,
a storme, a spoute, a loume
gaile, an eddy winde, a flake
of winde, a Turnado, a
mounthfoune, a Hercyano.

A

For yong Sea-men. 69

A calme sea, becalmed, ^{*Termes for*}
 rough sea, an overgrowne ^{*the sea.*}
 sea, the rut of the sea, roaring
 of the sea, it flowes, quarter
 flood, high water, or a still
 water, a full sea, a spring
 tide, ebbe, a quarter ebbe,
 halfe ebbe, three quarters
 ebbe, a low water, a dead
 low water, a neptide, a
 shoule, a ledge of rockes, a
 breach, a shallow water, deep
 water, soundings, fadome by
 the mark, 3. 0 c. and a shaf-
 ment lest. 4. 0 d. disimboage,
 a gulph, the froth of the sea.

Starbord is the right hand, ^{*Termes for*}
 Larbord is the left, starbord ^{*steering.*}
 the helme, right your
 helme

helme a louse, keepe your
louse, come no neere, keepe
full, stidy, so you goe well,
port, warre, no more; beare
up the helme, goe rounny,
beyare at the helme, a fresh
man at the helme.

*Termes of
Warre.*

A sayle, how stands she,
to windward or leyward, set
him by the Compasse, hee
stands right a head; or on the
weather bow, or ley bow,
out with all your sayles, a
stidy man to the helme, sit
close to keepe her stidy.
Give chase or fetch him up,
he holds his owne, now we
gather on him, out goeth his
flag & pendance or streames,
also

For yong Sea-men. 31

also his Golouts, his wast-
clothes and top armings, he
furles and slings his maine
saile, in goes his spret sayle
and misen, he makes ready
his close fights fore and af-
ter; well, we shall reach him
by and by. What is all ready?
Yea, yea. Every man to his
charge, Dowse your top
sayle, salute him for the sea;
Hale him: whence your
ship? of *Spaine*; whence is
yours? of *England*, are you
Merchants or Men of War?
We are of the Sea. He wayses
us to leyward for the King
of *Spaine*, and keepes his
loufe. Give him a chase
piece,

piece, A broad side, and run
ahead, make ready to racke
about, give him your sterne
pieces, be yare at helme, hale
him with a noyse of Trum-
pets. Wee are shot through
and through, and betweene
winde and water, try the
pumpe. Master let us breathe
and refresh a little, sling a
man over boord to stop the
leake, done, done, is all rea-
dy againe? Yea, yea: beare
up close with him, with all
your great and small shot
charge him; Boord him on
his wether quarter, lash fast
your graplins and theare off,
then runne stemlins the
mid-

mid ships. Boord and boord,
or thwart the hawle; we are
foule on each other. The
ship's on fire; Cut any thing
to get cleere, and smother
the fire with wet clothes,
We are cleere, and the fire is
out, God be thanked. The
day is spent, let us consult.
Surgeon looke to the wound-
ded, winde up the flaine,
with each a weight or bul-
let at his head and feet, give
three pieces for their fune-
rals. Swabber make cleane
the ship. Purser record their
names; Watch be vigilant to
keepe your berth to winde-
ward: and that we loose him

D

not

not in the night. Gunners
spunge your Ordinances;
Souldiers scoure your pieces;
Carpenters about your leaks.
Botelson and the rest, repaire
the sayles and shroudes.
Cooke see you observe your
directions against the mor-
ning watch. Boy, Holla Ma-
ster, Holla, Is the kettle boy-
led, yea, yea; Boteswaine,
call up the men to Prayer
and Breakefast.

Boy, fetch my celler of
Bottles, a health to you all
fore and aften, courage my
hearts for a fresh charge,
Master lay him a bord louse
for louse; Midships men see
the

For yong Sea-men. 35

the tops and yeards well
manned with stones and
brasse balls, to enter them in
the shrouds, and every squa-
dron else at their best advan-
tage; sound Drummes and
Trumpets, and Saint George
for *England*.

They hang out a flag of
truse, stand in with him, hale
him awayne, abase or take
in his flagge, strike their
sayles and come aboard, with
the Captaine, Purser, and
Gunner, with your Com-
mission, Cockët, or bills of
loading: out goes their Boat,
they are lanchèd from the
Ship side, Entertainè them

D 2 with

with a generall cry, God save the Captaine, and all the Company, with the Trumpets sounding; examine them in particular, and then conclude your conditions with feasting, freedome, or punishment, as you finde occasion; other waies if you surprize him or enter perforce, you may stow the men, rife, pillage, or sacke, and cry a prize.

To call a Councell in a Fleete :there is the Councell of Warre, and the common Councell, which hangs their flags out in the mayne shrouds, or the misen.

N or

Nor betweene two Navies they use often, especially in a Harbour or rode, where they are at anchor, to fill old Barkes with pitch, tar, trayne oyle, linsed oyle, brimstone, rosen, reeds, and dry wood, and such combustible things, sometimes they linke three or foure together, towed together in the night, and put a drift as they finde occasion. To passe a Fort, some will make both shippe and sayles all blacke, but if the Fort keepe but a fire on the other side, and all their pieces poynt blanke with the fire, if they discharge, what

is betwixt them and the fire, the shot will hit, if the rule be truely observed. To conclude, there is as many stratagems, advantages, and inventions to be used, as you finde occasions, and therefore experiences must be the best Tutor.

*Concerning say-
ling, or working
of a Ship.*

Bend your passerado to the mayne sayle, git the sailes to the yeards, about your geare on all hands, hoys your sayles, halfe mast high, make ready to set sayle, crosse your yeards, bring your Cable to the capsterne. Boat-swaine fetch an Anchor aboard, breake ground, or way

way Anchor, heave a head,
men into the tops, men
upon the yeards, come is the
Anchor a pike, heave out
your topsayles, haule your
sheates; What's the Anchor
away, yea, yea; Let fall your
fore sayle, who's at the helm
there, coyle your cable in
small flakes, hawle the cat,
a bitter, belay, louse, fast
your Anchor with your
shanke painter, stow the
boate, Let sayle your maine
saile, on with your bonnets
and drablers, steare study be-
fore the winde. The winde
veares, git your star-boord
tacks aboard, hawle off

**your ley sheats, overhauke
the ley bowlin, ease your
mayne brafes, out with your
spret-saile, flat the fore sheat,
pike up the mizen or brade it;
The shippe will not wayer,
loure the maine top saile,
veare a fadome of your
sheat, a flowne sheate, a faire
winde, and a boun voyage,
the winde shrinkes, get your
tacks close aboard, make
ready your louse howks and
ley fagnes, to take off your
bonnits and drablers, hawle
close your maine bowline:
It overcasts, we shall have
winde, fattle your top layles,
take in the spret saile, in with
your**

your top sayles, lower your
maine sayles, tallow under
the parrels, in with your
maine sayle, lower the fore
sayle, the sayle is split, brade
up close al your sayls, lash sure
the Ordinances, strike your
top masts to the cap, make
them sure with your sheepes
feet, a storme, hull, lash sure
the helme a ley, lye to trye
our drift, how capes the
ship, can the ship, spoune be-
fore the winde, she lusts, she
lyes under the Sea, try her
with a |crossejacke, bowse it
up with the out-looker, shee
will founde in the Sea, runne
on shore, split or billage on

a Rocke, a wracke, put out a
goose-wing, or a hullocke
of a sayle, faire weather, set
your fore sayle. Out with
all your sailes, get your Lar-
bord tackes aboard, hawle
off your Starboard sheats,
goe large, laske, ware, yaw-
ning, the ships at stayes, at
backe-stayes, over-set the
ship, flat about, handle your
Sayles, or trim your sayles,
let rise your tackes, hawle of
your sheats. Rocke-weede,
adrift, or flotes,) one to the
top to looke out for Land, a
ships wake, the water way,
the weather bow, weather
coyle, lay the ship by the
Ley,

Ley, and heave the lead, try
the dipfic line, bring the ship
to rights, fetch the log-line
to try what way she makes,
turne up the minute glasse,
observe the height, Land, to
make Land, how beares it,
set it by the Compasse, cleare
your leach-lines, beare in,
beare off, or stand off, or
sheare off, beare up, outward
bound, home-ward bound,
shorten your Sailes, take in
your Sailes, come to an An-
chor under the Ley of the
weather shore, the Ley
shore, nealed too, looke to
your stoppers, your Anchor
comes home, the ship's a
drift,

drift, vere out more Cable,
 let fall your sheat Anchor,
 land-locked more the ship, a
 good Voyage, Armes, arme,
 a skiffe, a frigot, a pinnace, a
 ship, a Squadron, a fleete,
 when you ride amongst ma-
 ny ships, pike your yards.

*The remmes of
 the boat.*

To the boate or skiffe be-
 longs oares, a mast, a saile, a
 stay, a halyard, sheats, a
 a boat-hooke, thoughts,
 thoules, rudder, irons, bails,
 a trar-pawling; or yawning,
 carlings, carling-knees for
 the *David*, the boats-wayles,
 a dridge, to row, a spell, hold-
 water, trim the boate *vea*,
vea, vea, vea, vea, who saies,

A-

Amen, one and all, for a
dram of the bottle:

A Basilisco, double Can-
non, Cannon Pedrea, demy

*The names of
all sorts of
great Ordnance
and pieces, and
their appurte-
nances.*

Cannon, Culvering, Sakar,
Minion, Falcon, Falconet,

Rabbenet, Murderers, slings,

Chambers, Curriers, Har-

gabuscrock, Musquets, ba-

stard Musquets, Coliners,

Carbines, Orabuts, long

Pistols, short Pistols, Char-

ges, Carriages, Match, Spun-

ges, Ladles, Rammers, Ram-

mers heads, tomkins, a

worme, a bore, a barrell, ta-

per bore, humicombed, lint-

stockes, carrages, trukes,

linch-pins, trunions, axell-

treas,

trees, beds, coynings, the
pieces in the prow, the chafe
pieces in the sterne, the quar-
ter pieces, the mid-ships, the
upper tyre, the middle tyre,
the lower tyre, their fids and
leads to keepe dry the touch
hole: Travers a piece dis-
peart a piece, compasse Ca-
lipers, a gunners quadrant, a
hand spike, a crow of iron,
to mount a piece, to dis-
mount a piece, a darke Lan-
terne, a budge barrell, a
horne, a priming iron: wyer,
round-shot, crosse-bar-shot,
chayne-shot, langrill-shot, a
case, case-shot, lead, melting
ladles, moulds, bullet bags,
Mus-

Musquet shot, Coliver shot, quartred shot, Pistoll shot, poysoned bullets, brasse bals, iron bals, granadoes, trunks of wilde fire, pikes of wilde fire, arrowes of wilde fire, pots of wilde fire, or dragouns: To cloy a piece: To loade a piece: To poyson a piece, hookes for gunners or tacklings.

Concerning the particular theormes, or tearmes for great Ordnances, as the concave, trunke, cylinder, the soule or bore of a piece: To know whether she be equally bored, camber, taper, or belbored, the

concerning the shooting of great Ordnances

seve.

severall names of her mettle,
the thinnesse and thicknesse,
her carnooze, or base ring at
her britch, her shaft or chase,
her trunnions, mousell-rings
at her mouth, to dispart her,
know her levell poynt blank
and best at randome, her
fortification, the differences
of powder, be it serpentine
or corned powder, if she be
well mounted upon a levell
plot-forme or no, besides
there are so many uncertaine
accidents, both in the piece,
shot, & powder, the ground,
the ayre and differences in
proportion, there can no cer-
taine artificiall rules be pro-
scribed.

scribed. Those proportions following are neere the matter, but for your better satisfaction, reade Mr. *Digs* his *Pantrymetria*, Mr. *Smith*, or Mr. *Burnes* Arte of gunnery, or Mr. *Robert Nortons* expositions upon master *Digs*, any of these will shew you the Theoricke; but to bee a good Gunner, you must learne it by practise. The Gunners scale is made in brasle at Tower Hill, with prospective glasses, and many other instruments by Mr. *Bates*.

An Accidence

Table of Portions the use of the Ordnance.	The weight of the Peeces in pounds.	The weight of the shot in pounds.	The Circu- ference of the shot in inches.	The height of the shot in inches.	The length of the Ladle in in- ches.	The breadth of the Ladle in in- ches.	The weight of the pow- der in pounds	Skores of paces at poynt blanke.
Cannon.	8000	63	$24\frac{5}{4}$	$7\frac{3}{4}$	23	15	46	26
Dem Cannon.	6000	32	$18\frac{1}{6}$	6	$22\frac{1}{2}$	$11\frac{1}{3}$	24	30
Swiveling.	5500	18	$15\frac{5}{7}$	5	22	9	14	33
Swiveling.	4500	9	$12\frac{4}{7}$	4	20	8	9	39
Swiveling.	3500	$5\frac{1}{4}$	$10\frac{3}{14}$	$3\frac{1}{4}$	$16\frac{1}{8}$	$6\frac{1}{2}$	$5\frac{1}{4}$	26
Swiveling.	1500	4	$9\frac{1}{7}$	3	15	6	4	25
Swiveling.	1100	$2\frac{1}{4}$	$7\frac{6}{7}$	$2\frac{1}{2}$	$12\frac{1}{2}$	5	$2\frac{1}{4}$	14
Swiveling.	500	$1\frac{1}{4}$	$6\frac{2}{7}$	2	10	4	$1\frac{1}{4}$	8

Note that seldome in any Ships they use any Ordnance greater than a demy Cannon.

For yong Sea-men.

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The Ship hath one third part; the Victualer the other third; the other third part is for the Company; and this is subdivided thus.

How they divide their shares in a Man of Warre.

Shares.

The Captaine bath	9
The Master bath	7
The Mates bath	5
The Gunners bath	5
The Carpenter bath	5
The Bote/waine bath	4
The Marshall bath	4
The Corporall bath	3
The Chyrurgion bath	3
The quarter Masters bath	4
The Steward bath	3
The Cooke bath	3

E 2

The

The Coxon bath	3
The trumpeter bath	4
The Sailers, two or one & a half	
The Boyes a single share.	
The Lievetenant what the Captaine will give him, or as they can agree:	

They use to appoint a certaine reward extraordinary to him that first descries a Sayle if they take her, and to him that first enters her.

For to learne to observe the Altitude, Latitude, Longitude, Amplitude, the variation of the Compasse, the Sunnes Azimuth and Almicanter, to shift the Sunne and Moone, and to know the tydes,

tydes, your roomes, pricke
your card, & say your Com-
passe, get some of those
bookes, but practise is the
best.

Mr. Wrights errors of Navi-
gation.

Mr. Taps Sea-mans kallender.

The Art of Navigation.

The Sea Regiment

The Sea-mans secrets.

Waggonour.

Mr. Gunters workes.

The Sea-mans glasse for the
skale.

The new attracter for variatio.

Mr. Wright for the use of the
Globe.

Mr. Hewes for the same.

Good Sea Cards.
 Two paire of Compasses.
An Astrolabe quadrant.
A Grosse staffe.
A backe staffe.
An Astrolabe.
A Nocturnall.

If you have a Divine, his
 pay is most commonly both
 from the Adventurers and
 the Saylors, so also is the
 Chyrurgion.

*Advertisements
 for young Com-
 manders, Cap-
 taines and
 Officers.*

Young Gentlemen that
 desire command, ought
 well to consider, the condi-
 tion of his ship, viauall, and
 Company; for if there bee
 more learners than Saylers,
how

how sleightly soever many esteeme Saylers, all the work to save ship, goods, and lives, must lye upon them, especially in foule weather, the labour, hazard, wet and cold is so incredible I cannot expresse it. It is not then the number of them that here will say at home, what I cannot doe, I can quickly learne, and what a great matter it is to sayle a Ship, or goe to Sea, surely those for a good time will doe most trouble than good. I confesse it is more necessary such should goe, but not too many in one ship, for if the la-

Sanctification
bour of sixty should lye up-
on thirty, as many times it
doth; they are so over-char-
ged with labour, bruiles, and
over-strayning themselves,
for there is no dallying nor
excuses, with stormes, gusts,
over-growne seas, and ley
shores; they fall sicke of one
disease or other, and then if
their Viſuals be putrified, it
indangers all. Men of all o-
ther professions in light-
ning, thunder, stormes and
tempests, with raine, and
snow, may shelter them-
selves in dry houses by good
fires, and good cheare; but
those are the chiefe times
that

that Sea-men must stand to
their tacklings, and attend
with all diligence their grea-
test labour upon the Decks :
Many suppoſeth any thing
is good enough to ſerve
men at ſea, and yet nothing
ſufficient for them a ſhore, ei-
ther for their healths, for
their eaſe, or eſtates, or ſtate.
A Commander at ſea ſhould
do well to thinke the contra-
ry, and provide for himſelfe
and company in like man-
ner; alſo ſeriously to conſider
what will be his charge, to
furniſh himſelfe at ſea, with
bedding, linnen, armes
and apparell; how to keepe
his

his table aboard, his expences on shore, and his petty tally, which is a competent proportion according to your number, of these particulars following.

Fine wheat flower, close and well packed, Rise, Currands, Sugar, Prunes, Cinnamon, Ginger, Pepper, Cloves, Greene-ginger, Oyle, Butter, Old Cheese, or Holland, Wine Vinegar, Canary Sacke, Aquavite, the best Wines, the best Waters, the iuyce of Lemons for the Scurvy, white Bisket, Oate-meale, Gammons of Bacon, dried neats tongues; Roasted Beefe, packed up in vinegar. Legs

Legges of Mutton minced
and stewed and close packed
up with butter in earthen
pots.

To entertaine strangers,
Marmelet, Suckets, Almonds,
Comfits, and such like.

Some it may be will say, I
would have men rather to
feast than fight. But I say the
want of those necessities,
occasions the losse of more
men, then in any English
fleet hath bin slaine in any
fight since 88. for when a
man is ill sicke, or at the
poynt of death, I would
know whether a dish of but-
tered Rice, with a little Ci-
namon

namon and Sugar, a little minced meate or roast beefe, a few stewed Prunes, a race of greene ginger, a flap-Iacke, a Can of fresh water brued with a little Cinamon, Ginger and Sugar, be not better than a little poor *lohn*, or salt-fish, with oyle and mustard, or bisket, butter, cheese or oatemeale pottage on fish dayes, salt beefe, pork and pease and fixe shillings beere, this is your ordinary ships allowance, and good for them are well, if well conditioned, which is not alwayes, as sea men can too well witnesse: and after a storme,

storme, when poore men are
all wet, & some not so much
as a cloth to shift him, sha-
king with cold, few of those
but will tell you, a little Sacke
or Aqua vitæ, is much better
to keepe them in health, than
a little small beere or cold
water, although it be sweet;
now that every one should
provide those things for
himselfe, few of them have
either that providence or
meanes. And there is
neither Alehouse, Ta-
verne, nor Inne to burne
a fagot in, neither Gro-
cer, Poulterer, Apothecary,
nor Butchers shoppe: and
there-

62 *An Accidence for, &c.*

therefore the use of this petty tally is necessary, and thus to bee employed as there is occasion, to entertaine strangers as they are in quality, & every Commander should shew himselfe as like himself as he can, as well for the credit of the ship and his letters forth as himselfe, but in that herein every one may moderate themselves according to their own pleasures, therefore I leave it to their owne discretions. And this brieve Discourse, and my selfe, to their friendly construction and good opinion.

FINIS.

